

Are we having fun Yet!

created by John Barnett



Photo: On Edition

- ⌘ Rule 1, Never go down below specially with the engine running packing food, that should have been done at the dock.
- ⌘ If you feel it coming on, do something active like steering.
- ⌘ If you are prone to sea sickness take the proper drugs, before leaving the dock, better at night before to start.
- ⌘ If sick, keep warm, try to drink, stay on deck, small bucket can be your friend. I have small buckets on my boat. No Cotton underwear will keep you cold.
- ⌘ No! you can't swim with the dolphins.
- ⌘ Follow what the doc told you today.
- ⌘ If wind is coming in the Galveston channel and against the current. Leave the channel going close to the east jetty, sail out until the waves calm down, then turn to the start. This can be the worst part of the race.

Seasickness is the major
problem!

Understand the clouds and winds

- ⌘ Watch the barometer, if it starts dropping shorten sail.
- ⌘ If you smell ozone that fresh lighting smell, all hell is about to happen sails should have been reefed.
- ⌘ Which way is the wind blowing? If the wind is blowing from the aft and the big clouds are coming from forward. Shorten sail.
- ⌘ Make sure someone go down close and lock everything early.

Fronts: Time to change sails or prepare for a wind shift.





Do you have your harness on with life jacket?

Jib should be rolled up, main ready to be reefed or done, look at the waves up there for a shift looking at white caps, flying spray starts at 27kts in salt water

Shortening Sails

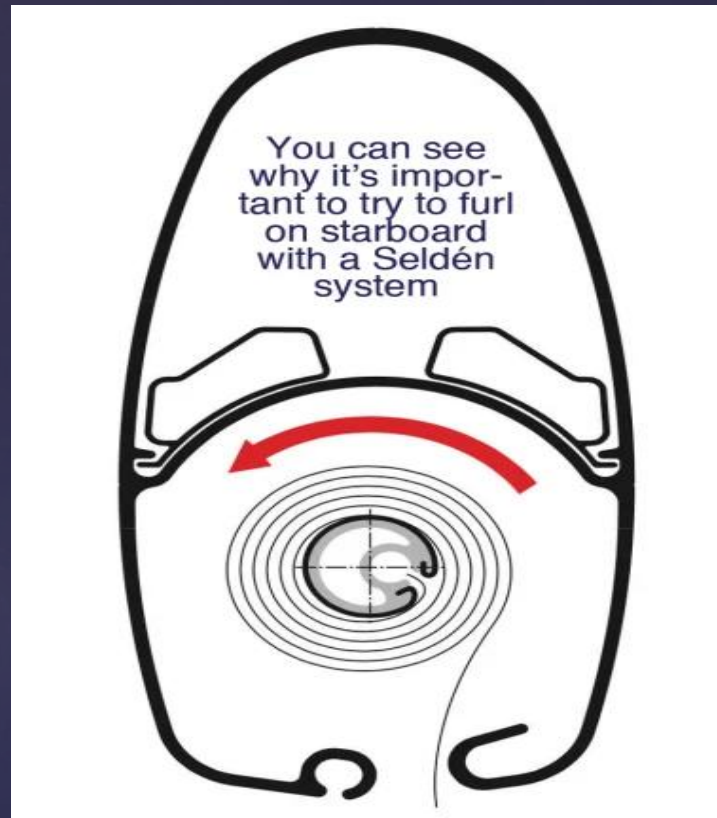
- ⌘ First of all, does everyone in the crew know how? Skipper maybe sea sick down below. Do a drill at the dock! Run the reef lines in the sail.
- ⌘ If the main does not have the reef lines run, while sailing, drop the main completely. First tie the boom to the life line, it helps the crew stay on board, it acts like a life line. then run reef lines. Re-raise the sail shorten. Never send some one aloft to run lines.
- ⌘ Problem with jib roller furling? To much wind. Make sure the sheet is off, but with some tension to limit the flapping it may take three crew on foredeck pulling the roller line. Note; look to see if the head roller is wrapped into another halyard, if not wrapping. Before wrapping make sure the lazy halyards are tight and back stay on.
- ⌘ Can't wrap, Just take it down, rather than forcing the jib roller, make sure to take the ties forward and sit on the high side of the deck. then load the weather sheet to pull it to the upper middle deck no the leeward side.
- ⌘ Boats with runners, loosen them to bend the mast to flatten the main and tighten the baby stay or any middle stay maintain tension on all sails.

Spinnaker Jam

- ⌘ Spinnaker out of control and you can't get it down.
- ⌘ Do not let sheet run, first choke the sheet down to the rail trim sheet to pull the crew back to the boom, while easing the guy, to pull leach tape against the mainsail, then put a line on the sheet to run forward, to pull the spin clew to the side stays and then pull the spinnaker between the main and side stay pull to the mast, then wrap it around the side stay, later when the wind drops, try to lower it. If still in trouble? Cut the edge tape on the inside on the cloth part and allow to fill and hopefully blow apart cleanly.
- ⌘ Last try, use the flare gun blow out the head, have a fire extinguisher ready.
- ⌘ Make sure all the lines are cleaned up before starting the engine, lines may be over the bow waiting to be sucked into the prop!

Roller Mast's Problems

- ⌘ **Halyard Tension** – #1 problem with RF Mainsails: without proper halyard tension the sail will bunch up and not easily pass through the slot in the mast. Recommendations: add a clutch at mast and mark halyard at mast to cut down on crew releasing the halyard by mistake.
- ⌘ **Old Sails** – when the sail get tired the draft moves aft resulting in extra material in the middle of the sail. This material can jam when being pulled out. A new sail with proper draft will also help the boat's performance. Think about an airplane wing that is not shaped correctly.
- ⌘ **Dirty Bearings**: may be a wasp or bird's nest inside of the mast, Cleaning and lubrication usually solves this issue look at dock. Bearings may need replacement after 10 years.
- ⌘ **Outhaul; Lead Angle** – the sail should be pulled out with equal tension on the foot and the leach change with the vang. Think about the jib furler if you only pulled down and not aft.
- ⌘ **Mast Bend** – too much mast bend pushes the furling unit against the back of the mast and binds the system



Sail to Starboard tack with the wind forward of beam. Ease main sheet. Then ease outhaul a little, control load sheet by hand. If the needed go to the mast and use a wrench handle to help roll. Look at the leech to see if equal loading going into the mast and adjust with boom up or down.



Tie off the main if too
jammed

Out of control sailing?

- ⌘ I bet no one is on the boom vang, let it off when the boom end is dragging in the water, if not, this drag will force the boat to round up, retention when not dragging.
- ⌘ Do not run dead down wind with a storm, specially if it is the wrong way. Sail down wind at angles.
- ⌘ If you need to pass thru a storm. Keep the bow up. Count on three wind knock downs in the front .
- ⌘ Do crew head counts, between knock downs
- ⌘ Never run bare poles with out a drag or drone dragging just take a long line and tie lots of big knots with loops.



Can I be killed by lighting?
power boats are 20 times
more dangerous?

What's that again?

- ⌘ Always have a meeting before going forward.
- ⌘ Use hand signals, for no one is going to hear you.
- ⌘ One persons job is to watch everyone and do head count.





One hand for yourself!
sometimes three using your foot!
Are you clipped on?



No cotton! Does not dry offshore



What to do with a lee shore?

If your in the surf, turn square to the beach.

If your sinking turn to the shore and run it around, specially if you can't figure out why?

Our shore line is mostly sand.

If your lucky, of course go up the channel to a haul out.

Aye, if you reefed are you having fun yet!

